

COUNTRY East GermanyCLASSIFICATION SECRET/CONTROLREPORT NO. [REDACTED]TOPIC Brandenburg-Arado AirfieldEVALUATION see belowPLACE OBTAINED [REDACTED]

25X1A

DATE OF CONTENT [REDACTED]

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DATE OBTAINED [REDACTED]DATE PREPARED 16 June 1953REFERENCES [REDACTED]PAGES 5 ENCLOSURES (NO. & TYPE) REMARKS

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SOURCE [REDACTED]

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1. Air activity observed at Brandenburg-Arado airfield from 11 April through 10 May 1953 included:

11 April. At 3 p.m., source observed 38 Il-10s parked at the field. At 5:30 p.m. a Li-2 took off from which parachutists jumped. The weather was fair.

13 April. At 7:50 a.m., 10 Il-10s took off, assembled in formations of three and subsequently practiced a low level attack. Local training activity by individual planes continued by 11:30 a.m. At 2 p.m., source observed 39 Il-10s parked at the field. Weather was overcast.

15 April. No air activity was observed.

16 April. Between 5 p.m. and 11:45 p.m., individual Il-10s continuously made local training flights of 5 to 8 minutes' duration.

17 April. Between 11:30 a.m. and 6 p.m., individual planes continuously practiced low level attacks after circling over the field 2 or 3 times. An Il-10 which flew at an altitude of about 150 meters was observed releasing a sleeve target on a tow rope about 150 meters long. The plane headed northwest followed by two flights of three Il-10s each. The planes returned after about 35 minutes and landed after the Il-10 had dropped the sleeve target over the field. Before the planes had landed another group of Il-10s and a tow target plane had taken off from the field.

20 April. At 1:45 p.m., individual Po-2s made local training flights. The pilots of the planes appeared to be rather inexperienced. These training flights continued until 6 p.m.

21 April. At 11:30 a.m., source observed 38 Il-10s, 26 to 28 of them canvas-covered at the field. A Po-2 took off from the apron in front of the hangar for a flight of 10 to 15 minutes' duration. No other air activity was observed.

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23 April. At 6:30 p.m., seven Il-10s took off in intervals of 200 to 300 meters and flew circles over the field in single line formation. The planes flew at an altitude of less than 100 meters for low level attacks. The weather was fair. From 7:45 p.m. to 11 p.m., there was heavy night flying.

24 April. At 6:35 a.m., Il-10 No 03 crossed over the Altstadt railroad station at an altitude of about 50 meters. Except for the white-bordered Soviet star and the number mentioned the plane had no markings. Between 10 a.m. and 10:40 a.m., formation flying was practiced by the ground attack planes. From 2:30 p.m. to 4 p.m.; two Po-2s practiced flying.

25 April. From 10 a.m. to noon, three Po-2s conducted training flights. Weather was overcast. There was no air activity between 3 p.m. and 4:30 p.m. Source observed 38 canvas-covered Il-10s parked at the field.

26 April. No air activity was observed between 9 a.m. and 10:30 a.m.

27 April. Three Po-2s made local training flights between 8 a.m. and 11:30 a.m. The weather was at first overcast but cleared up later.

29 April and 8 May. Po-2s practiced night flying.

7 and 8 May. Individual Il-10s practiced flying; some of them were observed making low level attacks.

10 May. Source observed 38 Il-10s at the field. 1

2. On 28 April, source observed 10 trucks, some of them were loaded with bombs in crates about 25 x 25 x 90 cm. Seven other trucks were seen carrying boxes about 50 x 50 x 150 cm. A Soviet air force lieutenant was seen with the trucks. 2
3. The southern boundary of the airfield was marked by the Neuendorf village and Wilhelm Bahms Strasse which extended toward the southeast in the direction of Brandenburg. To the northeast the field bordered on the VEB Stahlbau (steel works) Brandenburg and Friedrich Engels Strasse. The northwestern boundary of the installation was formed by Einstein Strasse and its extension, the southwestern border by the military post training field and the area of the former Arado aircraft plant. In the fall of 1952, most of the airfield area was surrounded by a barbed wire fence about 2 meters high. East of the southern hangar and in the northeastern corner of the Pionier Kaserne there was a board fence about 1.80 meters high, while a brick wall 2 meters high marked the boundary of the installation east of the two northern hangars and along Friedrich Engels Strasse.
4. Groups of 7 to 12 aircraft revetments were being built in each corner of the field. The revetments were formed by wooden walls 3 meters high reinforced by earth on the outside. The individual revetments were 15 to 20 meters apart. Near each revetment there was an underground bunker about 1 x 2 meters protected by a 50 cm layer of earth. In the northeastern corner of the field there was only one such underground bunker for every two revetments.
5. In the southwestern corner of the field source observed a permanent building of 12 x 60 x 6 meters with a gate in its east side. Except for the sky lights, the windows on the first and second floor were walled up. Only two windows remained on the second floor at the southwestern corner of the building. A small guard house 3 x 4 meters was being set up about 30 meters east of the building which was surrounded by a special fence. The fenced in area was lighted by a spotlights mounted on poles, 8 meters high set up in each corner of the fence. From the fact that several trucks mounting red flags were once seen proceeding to this area, source believed that an ammunition dump was located there.

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6. The ammunition dump in the southeastern corner of the field consisted of a permanent 3-story guard house 6 x 12 meters and seven temporary sheds four of them located along Wilhelm Bahms Strasse the other three guard houses were located further toward the Havel River. This ammunition dump was outside the fence around the airfield but its area was secured by a woven-wire fence 2 meters high. Trucks loaded with ammunition boxes were repeatedly seen proceeding to this ammunition dump. Rations for the guard personnel was daily picked up at the Flak Kaserne. Mostly soldiers wearing red-bordered black epaulets with artillery insignia but occasionally also soldiers with blue epaulets were seen at the ammunition dump.
7. In front of the southeast side of the southern hangar source observed a north-south earth wall 30 to 40 meters long and 3 meters high. At both ends and in the middle of the earth wall there were doors. Source saw a building about 3 x 4 x 3 meters with a flat roof in front of the southern door. The corresponding building in front of the northern door was destroyed.
8. The gun adjusting range southwest of the field was 80 to 100 meters long and 20 meters wide. The walls bordering the range on its two sides were about 3 meters high. The target consisted of a brick wall. ³
9. Source observed 4 x 37-mm guns at the AAA range on the west side of the field. An underground bunker about 5 x 6 meters large was seen near one of the guns. ⁴
10. Source made a sketch of the fuel dump existing in the southwestern corner of the installation. ⁵
11. The spur track at the airfield branched off at Brandenburg-Arado railroad station. Formerly it had probably extended as far as the area of the Arado aircraft plant. In 1953, it was in use only as far as the unloading site opposite the ammunition dump near Wilhelm Bahms Strasse in the southeastern corner of the field. The railroad tank cars were unloaded there. Red obstacle lights were observed on top of all smoke stacks and towers in Brandenburg.
12. Guards were posted at the following points of the installation:
Main gate at the corner of Einstein and Friedrich Engels Strasse;
AAA emplacement at the west side of the field;
at the ammunition dump in the southwestern corner of the field, both on the east and west sides of the storage building;
fuel dump;
gate near the southern hangar;
ammunition dump in the southeastern corner of the field, the dump was also secured by patrols;
target range south of the day-nursery.
When air activity was conducted, three sentries were observed patrolling the southeast side of the field and one sentry on Einstein Strasse. ³
13. Air activity observed from 15 April through 5 May included:
 - 15 April. No air activity was observed. Weather was rainy in the morning. Between 3 p.m. and 6 p.m., after the weather had improved, two Po-2s with 2-man crews made local training flights.
 - 16 April. There was light air activity by Il-10s between 1 p.m. and 6 p.m.
 - 17 April. Individual planes practiced diving in the morning. It appeared that the planes were flown by student pilots in their initial training stage. Night flying was practiced from 6:30 p.m. to 1:30 a.m.
 - 18 April. Only individual training flights were observed in the morning.
 - 19 April. No air activity was observed in spite of fair weather.

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20 April. There was heavy training activity by individual planes between 7 a.m. and 10 a.m. Flying continued on a lesser rate until 5 p.m. White Nos 03 and 02 were identified.

21 April. There was intermittent flying by two Po-2s throughout the day. An Il-10 work on which was performed in the morning made a test flight in the afternoon.

23 April. About 8 a.m., an Il-10 made a 20 minute flight. About 6:30 p.m., some Il-10s took off. Night flying was practiced after 9 p.m.

25 April. Two Po-2s practiced flying from noon to 4 p.m. on fair weather.

26 April. No air activity was observed in spite of fair weather.

28 April. Po-2s practiced flying from 2 p.m. to 4 p.m. and after 9 p.m. At 11:20 a.m., an Il-10 took off the engine of which had been serviced before.

29 April. Air activity was conducted by Po-2s from 7 a.m. to 11 a.m. and 9 p.m. to 10 p.m.

30 April. Individual Po-2s practiced flying from 4 p.m. to 7 p.m.

1 May. No flying was observed in spite of fair weather. Po-2s were aloft between 9 p.m. and 10:30 p.m.

2 and 3 May. No air activity was observed in spite of fair weather.

4 May. There was flying by Po-2s from 10 a.m. to 1 p.m. At 7:10 a.m., a prime mover towed an Il-10 from out of the middle hanger. White No 10 was observed on the plane, which had a new coat of paint, a red propeller hub and red upper edges of the rudder assembly. Work had been performed on the engine of this plane which flew a circle over the field at 4:10 p.m. Flying was practiced by Il-10s from 4 p.m. to 6 p.m., once five Il-10s assembled into formation.

5 May. There was air activity by Po-2s between 8:55 a.m. and 11:50 a.m. At 10:15 a.m., Il-10 marked by white No 17 took off. There was light flying in the afternoon.

14. At 11:15 a.m. on 2 May, about 25 air force officers, 55 to 60 EM and a band of 12 to 15 men assembled in the northeastern portion of the field. At 7:30 a.m. on 4 May, source observed six air force soldiers around a battery commander's telescope in the northeastern portion of the field. Five other soldiers who wore red-bordered black epaulets one of them with tank insignia were operating a range finder. In late April and early May, source observed trucks [redacted] drivers with black-bordered blue epaulets, proceeding to the Pioneer Kaserne.

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15. [redacted] near the Pioneer Kaserne, truck [redacted] with six air force soldiers and in the barracks installation sedan [redacted] Subsequently this sedan was seen by source in Brandenburg occupied by an air force major general. 1

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1. Comment. Brandenburg-Ärado airfield is occupied by a ground attack regiment equipped with [redacted] Air activity by Po-2s observed at day and night indicates that young student pilots are being trained with the regiment.

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- 25X1A 2. Comment. The bomb crates observed being shipped to GA units differ in
25X1A size. It is believed that the crates contained
50 kg and 100 kg bombs.
- 25X1A 3. Comment. For layout sketch of the field furnished by source, see Annex 1.
The sketch is believed to be correct.
- 25X1A 4. Comment. The existence of this AAA range was known previously.
- 25X1A 5. Comment. For layout sketch of the fuel dump, see Annex 2.

Attachment: Annex 1 (see description above)

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Annex 1

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Brandenburg-Arado Airfield

Legend.

- 1 Landing field
- 2 Hardstands
- 3 Hanger No 3, 30 x 80 x 5 meters
- 4 Hanger, 30 x 90 x 9 meters
- 5 Hanger, 50 x 80 x 6.5 meters, partly destroyed
- 6 Pioneer Kaserne
- 7 Aircraft revetments
- 8 Ammunition or bomb dump
- 9 Guard house for ammunition dump
- 10 Ammunition dump
- 11 Earth wall, probably a former air raid shelter
- 12 Adjustment range
- 13 Fuel dump
- 14 AAA emplacement
- 15 Towers, probably mounting AA guns
- 16 Underground bunker
- 17 Spur track
- 18 Radio installation)
- 19 Obstacle lights) not shown on sketch
- I Guard at main gate
- II Guard at AAA emplacement
- III Guard at bomb and ammunition dump
- IV Guard at fuel dump
- V Guard at gate near hanger No 3
- VI Guard at ammunition dump
- VII Guard at towers

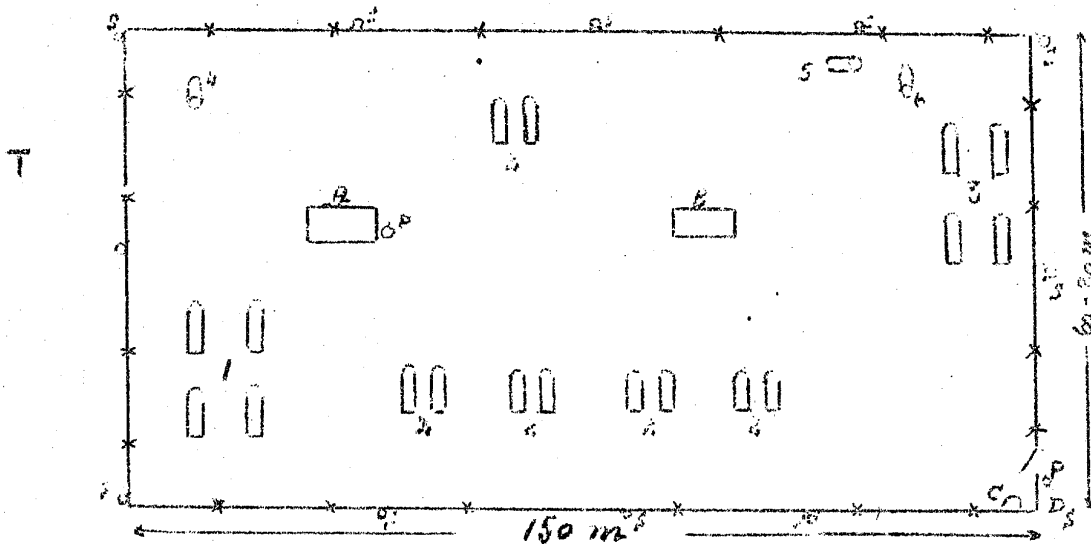
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Annex 2

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Fuel Dump at Brandenburg-Arado Airfield

not to scale

Legend.

- A Permanent building, 10 to 12 meters x 5 to 6 meters x 3 to 4 meters with a flat gable roof, a smoke stack, a window in longitudinal side, door in the eastern gable wall.
- B Wooden shed, about 6 x 3 meters without windows
- C Small cabin for sentry
- T Parking lot for tank trucks
- P Station of sentries
- S Spotlights mounted on masts.
- 1 4 fuel containers, about 2 meters in diameter and 5 meters long, not dug in
- 2 5 groups of 2 fuel containers each, each of them about 2 meters in diameter and 3 meters long, 3/4 dug in
- 3 4 containers about 2 meters in diameter and 4 meters long, dug in
- 4 1 container, 1.5 meters in diameter and 2.5 meters long, not dug in
- 5 1 container, 1.2 meters in diameter and 2 meters long, not dug in
- 6 1 container, dismantled tank truck

—x—x— barbed wire fence

The guard detail is probably stationed in building A.

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